

**Amendments to the specification:**

Amend the fourth paragraph of the DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT section (at page 10, line 6) as follows:

When the aircraft 20 flies in range of signal reception, the onboard receiver detects the signal 16. When an aircraft 20 receives the signal 16, the signal 16 is processed by the onboard processor and the avoidance system programs are activated. The onboard avoidance system determines at what coordinate position the aircraft's flight director system is engaged and the course that the flight director system 19 steers the aircraft based on calculations involving the aircraft's flight profile, which is a dynamic description of the current status of the aircraft 20 and the position of the aircraft 20 in relation to the exclusion zone 10.